

The Wheel Spin



The Vegreville Iron Runners Auto Club

*Volume XXXIV, Number 2
Summer, 2024*

The Wheel Spin

Official Newsletter Of the

Vegreville Iron Runners Auto Club

Mission Statement

The purpose of the Vegreville Iron Runners Auto Club shall be to unite persons interested in restoring and preserving special interest motor vehicles; to encourage fellowship between members and their families in social, as well as auto Interests; and to promote and assist in the promotion of competitions, trials, and other events In which such vehicles can participate in their respective classes.

Important Items To Remember

The Vegreville Iron Runners Auto Club meets at 6:30 PM for coffee, with the meeting at 7:00 PM, on the **FIRST Wednesday** of each month, except in January and August, at the Club House (Vegreville Regional Museum). Vehicle ownership is not a requirement for membership. Our meetings are open to both Husbands and Wives. Membership Fees are due at our February Meeting.

2024 Executive

President	-	William Smolak
Vice-President	-	Dan Fisher
Secretary	-	Darry Anderson
Treasurer	-	Richard Densmore
Events Chairs/	-	Sylvia Smolak
Phone Committee	-	Denise Komick
Communications	-	William Smolak
Car Show Committee	-	William Smolak
	-	Dan Fisher
	-	Ron Reese
	-	Richard Densmore
	-	Darry Anderson
Media Master	-	Laurence Anderson
Past President	-	Denise Komick
Bulletin Editor	-	William Smolak
Bulletin Distributor	-	N/A
Archivists	-	Denise Komick
	-	Orest Lazarowich
SVAA Rep.	-	

Past Presidents of The Vegreville Iron Runners Auto Club

1989 - 1990	Orest Lazarowich
1990 - 1992	Sylvester Komick
1992 - 1993	Paul Buoy
1993 - 1994	John Sokoluk
1994 - 1995	Don Bilocerkowec
1995 - 1997	Ray Welsh
1997 - 1998	John Skladen
1998 - 2000	Ron Lindquist
2000 - 2002	Tim Charuk
2002 - 2004	Gerald Granger
2004 - 2006	George Sample
2006 - 2008	Mike Dowhun
2008 - 2010	Orest Lazarowich
2010 - 2015	Denise Komick
2015 - 2024	William Smolak

Title Page Photo

The title page photo is that of the 1966 Dodge Charger

President's Message

VIRAC Members:

One of the major issues facing our club is the declining and aging membership. Many of our members are getting up in age and we are finding it difficult finding a sufficient number of young able bodied people to work at our events, consequently we are having to rely more and more on volunteers. Another major issue is finding new members who may or may not be owners of collector type automobiles, but who have an undeniable interest in the preservation of the classic automobile/truck. Remember, ownership of a collector car is not a requirement for membership. We have reduced our participation in the annual Fathers' Day Event. We are only looking after the Show and Shine portion of this event.

Until next time, take care, stay safe, and have a Show and Shine Season.

William Smolak, President

Fathers' Day Event Committee Report

30th Annual Father's Day Event

The Annual Father's Day Event (FDE) has been a 'joint venture' between the Vegreville Agricultural Society (VAS), and the Vegreville Iron Runner's Auto Club (VIRAC).

The Show and Shine is the one event most affected by the weather and the weather certainly didn't co-operate last year. Hopefully this year will be much better, with warm and sunny weather.

Editor's Message

Welcome to another edition of "The Wheel Spin". I am still looking for a way to resume making hard copy versions of the newsletter available to our club members and others.

Our web site is <http://vegironrunners.ca>. Laurence Anderson is our media master and he would appreciate receiving photos and articles to put on our web page and on face book.

"The Wheel Spin" is the official publication of the Vegreville Iron Runners Auto Club and is published quarterly in March, June, September, and December. The publication is included as part of your membership fee. Articles and opinions are welcome from club members. The Want Ads and For Sale Ads are free to club members. Deadlines for articles and ads are the 15th day of the month preceding the publication date. The deadline for the next issue in **September** is **August 15, 2024**.

This is your Bulletin; it is only as good as the effort you, the members, are willing to put into it. The drop off point for your contributions, suggestions and comments is my residence at 5701 – 43 A Street or you may also e-mail me at bsmo47@telus.net.

Opinions expressed in "The Wheel Spin" are those of the authors and do not necessarily represent the views of the Vegreville Iron Runners Auto Club or its members.

"The Wheel Spin" takes no responsibility for the accuracy of copied ads. Other Clubs are welcome to use published materials, except where prohibited by the author/s.

William Smolak, Editor

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C/O William Smolak

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Vegreville Iron Runners Auto Club Web Page

<http://vegironrunners.ca>

Specialty Vehicle Association of Alberta Web Site

See: **www.svaalberta.com**

Did You Know

The "Vegreville Iron Runners Auto Club" has continued its spirit of involvement with the community. In the past, the "Vegreville Iron Runners" have provided financial support for the various groups in and around Vegreville.

As well, the "Vegreville Iron Runners" have instituted a scholarship at the high schools, in Vegreville, called the "**Vegreville Iron Runners Memorial Scholarship**". The scholarship is for **\$1000** and is awarded annually to a student who is registered in a post-secondary automotive related program. We are looking forward to receiving applications for the 2024 Scholarship.

This summer, we are planning a car show night at the movies, with proceeds going to the Vegreville and District food Bank.

Vegreville Iron Runners Auto Club Archival History

Work on a history of the Iron Runners that was begun by the late Sylvester Komick and Orest Lazarowich is continuing under the leadership of Denise Komick. Your utmost attention and assistance in completing this project would be most appreciated. This is only one of the legacies left to our club by the late Sylvester Komick. We still need all Past-Presidents to please submit a review of their year or years as President and to go through their files and turn over all materials they think would be appropriate for inclusion in our Archives. Your support and cooperation is greatly appreciated.

Club Builders Award

The Vegreville and District Special Interest Motor Vehicle Club came into existence on the second day of October, 1989. The Iron Runners Auto Club name was officially accepted at the November, 1989, meeting and the first twenty five members were designated as charter members. The first annual meeting was held in September, 1990. The club is now known locally as the Vegreville Iron Runners Auto Club.

The original Charter Members who are still members of the Club, at this time include: Denise Komick, Orest Lazarowich, and Jerry Wilde. Joining them as 25 year members are William and Sylvia Smolak.

On a motion passed at the May 2nd, 2001, regular meeting of the Vegreville Iron Runners Auto Club, It was agreed that the Club would recognize individual members who have maintained continuous membership In the Club.

A Club Builder's Award will be presented to members who have achieved or demonstrated continuous contribution and support to the Vegreville Iron Runners Auto Club locally and provincially.

This recognition will be in the form of a plaque presented, at the annual meetings, to Individual members who are in the 5th, 10th, 15th, 20th, etc. year of continuous membership. This will be determined by the membership records kept by the Treasurer. The plaque will list the member's name, membership number, and the years of continuous membership.

Members with 25 years of continuous membership shall be awarded **Honorary Life Memberships**.

New Membership Cards

Thanks to Dan Fisher and his office staff, we will have a new style of membership card that is plasticized and features our new logo. These will be issued to all paid up and life members at the March meeting. Once you pay your membership dues, the membership card will be prepared and issued to you at the next meeting

The Dodge Charger

During the early 1960s, automakers were exploring new ideas in the personal luxury and specialty car segments. Chrysler, slow to enter the specialty car market, selected their Dodge Division to enter the marketplace with a mid-size B-bodied sporty car to fit between the "pony

car" Ford Mustang and "personal luxury" Ford Thunderbird". The intention was to create a fastback look while sharing as much existing company hardware as possible utilizing lessons learned from the luxury coupe Chrysler 300.

The Coronet-based Charger that resulted was introduced in mid-season of the 1966 model year in response to the Rambler Marlin, Ford Mustang, and Plymouth Barracuda. The styling was generally a departure from the Dodge's mainstream cars. The 1965 Marlin, along with the Charger that arrived during the 1966 model year, were two cars which set a new standard for radical fastback design in American mid-size automobiles. According to Richard M. Langworth, "because it was an intermediate like the Rambler Marlin, the Charger could have been an aesthetic disaster, but long side windows prevented its sweeping roof from looking too heavy."

Burt Bouwkamp, Chief Engineer for Dodge during the 1960s and one of the men behind the Charger, related his experience during a speech in July 2004.

Lynn Townsend was at odds with the Dodge Dealers and wanted to do something to please them. So in 1965 he asked me to come to his office – for the second time. He noted that one of the Dodge Dealer Council requests was for a Barracuda type vehicle. The overall dealer product recommendation theme was the same – we want what Plymouth has. The specific request for a Mustang type vehicle was not as controversial to Lynn. His direction to me was to give them a specialty car but he said 'for God's sake don't make it a derivative of the Barracuda': i.e. don't make it a Barracuda competitor.

So the 1966 Charger was born.

"We built a Charger 'idea' car which we displayed at auto shows in 1965 to stimulate market interest in the concept. It was the approved design but we told the press and auto show attendees that it was just an "idea" and that we would build it if they liked it. It was pre-ordained that they would like it."

First Generation

1966 -67

The Charger made its debut in mid-1966. Sharing its chassis and front-end sheet-metal with the mid-sized Coronet, the Charger was positioned to take on AMC's conceptually similar Rambler Marlin. It was better looking, but somewhat more expensive, \$2,850 to \$3,100 (\$26,764 in 2023 dollars) to (\$29,111 in 2023 dollars).

Significantly, the Charger's interior was different from all other cars, with a full-length center console and "all bucket seating" front and rear, inspired by the 1960-1962 Chrysler 300, and was similar to the 1964 Pontiac 2+2. The rear's pseudo-buckets could be folded down to create interior space accessible via the rear hatch. The upscale Charger was not intended to compete head-to-head with performance-oriented pony cars, but was available with engine options which included Chrysler's famed 426 Hemi (7.0 L) V8.

On January 1, 1966, viewers of the Rose Bowl were first introduced to the new "Leader of the Dodge Rebellion", the 1966 Charger. Designed by Carl "CAM" Cameron, the Charger introduced a fastback roofline and pot-metal "electric shaver" grille, complete with fully rotating headlights, a feature not seen on a Chrysler product since the 1942 DeSoto. The

fastback design ended in the rear over a full-width six-lamp taillight with chromed "CHARGER" lettering.

Inside, the standard Charger featured a simulated wood-grain steering wheel, four individual bucket seats with a full-length console from front to rear. The rear seats and rear center armrest pad also folded forward while the trunk divider dropped back, allowing cargo room. Numerous interior features were exclusive to the Charger including door panels, courtesy lights, as well as premium trim and vinyl upholstery. The instrument panel did not use regular bulbs to light the gauges, but rather electroluminescence lit the four chrome-ringed circular dash pods, needles, radio, shifter-position indicator in the console, as well as clock and air conditioning controls if equipped. The dash housed a 0 to 6000 rpm tachometer, a 0 to 150 mph (240 km/h) speedometer, as well as alternator, fuel, and temperature gauges as standard equipment.

Engine selections consisted of only V8s. 1966 transmissions included a three-speed steering-column mounted manual with the base engine, a console-mounted four-speed manual, or a three-speed automatic. In 1966, four engines were offered: the base-model 318 cu in (5.2 L) 2-barrel, the 361 cu in (5.9 L) 2-barrel, the 383 cu in (6.3 L) 4-barrel, and the new 426 Street Hemi. Only 468 Chargers were built with the 426.

Total production in 1966 came to 37,344 units for the mid-model year introduction.



1967 Charger NASCAR Spoiler

In 1966, Dodge took the Charger into NASCAR, hoping the fastback would make their car a winner on the high banks. However, the car proved difficult to handle on the faster tracks because its body generated lift. Drivers would later claim that "it was like driving on ice." To solve this problem, Dodge installed a small lip spoiler on the trunk lid that improved traction at speeds above 150 mph (240 km/h). This was made a dealer-installed option in late 1966, and in 1967, because of NASCAR homologation rules, the 1966 Charger became the first U.S. production vehicle to offer a spoiler. (Small quarter panel extensions were added in 1967.) The addition of the spoiler helped David Pearson, driving the #6 Cotton Owens-prepared Dodge cars, to win the NASCAR Grand National championship in 1966 with 15 first-place finishes, though only one, the Capital City 300 in Richmond, VA, was achieved using the Charger.

1967



1967 Dodge Charger

The 1967 model year Charger received minor changes. New top-of-fender-mounted turn signal indicators were introduced. These would serve as the primary external identifiers between a 1966 and 1967 Charger. A vinyl roof became available. Inside, the full-length console was eliminated to satisfy customer complaints about the difficulty of entry and exit from the back seats. It was replaced with a regular-sized console. Bucket seats were standard, but a folding armrest/seat and steering column transmission shifter were an option, allowing three people to sit in the front.

The 440 "Magnum" was added and the 361 cu in (5.9 L) V8 was replaced by a 383 cu in (6.3 L) engine. The 440 was rated at 375 bhp (280 kW) with a single 4-barrel carburetor. The 318 two-barrel "LA" Chrysler LA engine was now standard, but with wedge-shaped combustion chambers, unlike the previous 1966 polyspherical (or "poly") design, rated at 230 bhp (170 kW). The 383 4-barrel was rated at 325 bhp (242 kW) and the 426 Street Hemi at 425 bhp (317 kW) remained as options. A total of 118 Chargers were built with the 426 engines in 1967, 58 with a four-speed transmission, and 59 with the automatic. The R/T package was also introduced in 1967.

Sales of the 1967 Chargers dropped to half of the previous introductory half-year with a total of 15,788 units. According to automotive historian Patrick Foster, both the AMC Marlin and the very similar looking first generation Dodge Charger "flopped on the market as sporty car buyers were showing their preference for compact pony cars."

Second Generation - 1968 to 1970



1969 Dodge Charger R/T

1968

The entire B-body lineup for the 1968 model year was redesigned, and the Charger was further differentiated from the Dodge Coronet models. Less upscale than the first generation, the new model featured coke bottle styling by Richard Sias, with curves around the front fenders and rear quarter panels. Harvey J. Winn designed front and rear end sheet metal. The fastback roof was gone, in favor of a "flying buttress" similar to that of the 1966-67 Pontiac GTO. The rear end featured a "kick up" spoiler appearance, reminiscent of the first generation's optional trunk lid spoiler. The Charger retained its full-width hidden headlight grille, but a vacuum-operated cover replaced the electric motor-powered rotating headlights. The previous full-width taillights were replaced with dual circular units at the direction of Styling Vice President, Elwood P. Engel. Dual scallops were added to the doors and hood.

Inside, numerous "downscalings" were evident. A conventional fixed rear bench seat replaced the folding bucket seat design. The conventional trunk area included a vinyl mat, rather than the previous model's carpeted cargo area. The center console in the front remained, but there was no center armrest. The tachometer was now optional, and the electroluminescent gauges were replaced with a conventional design.

The Charger's engine options were reduced midyear when the standard 318 cu in (5.2 L) 2-bbl V8, was replaced with Chrysler's 225 cu in (3.7 L) slant-six. The 383-2 and 383-4 remained unchanged.

R/T



1968 Charger R/T

A new high-performance package was added, the R/T ("Road/Track", not to be confused with the Road & Track magazine). The R/T came standard with the previous year's 440 "Magnum", with the 426 Hemi optional. With either, the Charger had evolved into possibly the top Chrysler-made muscle car.

In 1968, Chrysler Corporation began a marketing campaign featuring a cartoon bee with an engine on its back promoting models called the "Scat Pack". The Coronet R/T, Super Bee, Dart GTS, and Charger R/T received bumble-bee stripes (of two thin stripes framing two thick ones). The stripes were standard on the R/Ts and came in red, white, or black, but could be deleted at no extra cost.



One of the 1968 Charger R/T movie cars used in "Bullitt"

The 1968 film Bullitt helped popularize the Charger R/T for its notable car chase sequence alongside the titular character's 1968 Ford Mustang GT through the streets of San Francisco, which has been regarded as one of the most influential car chase scenes in movie history. In the film, a black Charger R/T 440 is chased by Steve McQueen's Mustang GT, jumping on the San Francisco slopes. The 1968 model year Charger sales increased to 96,100, including over 17,000 Charger R/Ts.

1969

The 1969 model year brought a few modifications. Exterior changes included a new grille with a center divider and new longitudinal taillights designed by Harvey J. Winn. A new trim line called the Special Edition (SE) was added. This could be available by itself or with the R/T, thus making an R/T-SE. The SE added leather inserts to only the front seats, chrome rocker moldings, a wood grain steering wheel, and wood grain inserts on the instrument panel. A sunroof was added to the options list, but was ordered on only 260 Chargers. The bumblebee stripes returned, but were changed slightly. Instead of four stripes, it now consisted of a wide stripe framed by two smaller stripes. In the middle of the stripe, an R/T cutout was placed. If the stripe was deleted, a metal R/T emblem was placed where the R/T cutout was. Total production was around 89,199 units.



1969 Charger

There were two different 383 engines available for the 1969 model year: 2-barrel and 4-barrel. The 2-barrel was rated at 290 hp (220 kW). The four-barrel engine was rated at 330 hp (250 kW) and was identified on the air cleaner as "383 / FOUR BARREL". The 330-hp engine was unique to the Charger model in 1969. While this engine was available with an un-silenced air cleaner option, it differed internally from the 335-hp 383 "Magnum". Differences between the 330-hp 383 4-barrel and 335-hp 383 mainly were internal. Both versions used the Carter AVS carb and the larger exhaust manifolds from the 440 Magnum engines, but the Magnum had a windage tray in the oil pan, a different camshaft profile, and different valve springs. In 1969, the B-series engines were all painted with Chrysler Engine Turquoise, except the 4-barrel 383 four-speed and 440 Magnum engines, which were painted with Chrysler "High-Performance Orange". As usual, the 426 Hemi was painted "Street Hemi Orange". The 383 Magnum motor was used in Road Runners and Super Bees, but did not appear in a Charger body until 1971.



Bo & Luke Duke popularized the 1969 Charger in "*The Dukes of Hazzard*". The television series *The Dukes of Hazzard* (1979–1985) featured an orange-painted 1969 Charger named *The General Lee*. "The General" sported the Confederate battle flag painted on the roof and the words "GENERAL LEE" over each door. The windows were always open, as the doors were supposedly welded shut for racing, and the actors would do a window slide to get in and out. The number "01" is painted on both doors. Also, when the horn button was pressed, it played the first 12 notes from the *de facto* Confederate States anthem "Dixie". The car performed spectacular jumps in almost every episode, and the show's popularity produced consumer interest in the car.

Charger 500



1969 Charger 500

In 1968, the NASCAR inspired Charger R/T failed to beat the Ford cars (the Ford Torino Talladega and the Mercury Cyclone Spoiler II) on the high-banks oval-tracks. Wind tunnel tests showed the tunneled rear window caused lift, and the gaping mouth induced drag. As a result, Dodge made the rear window flush with the rest of the roof and put a 1968 Coronet grille in the front.

The original Charger 500 prototype was a 1968 Charger R/T with a 426 Hemi and automatic transmission. The prototype was painted in B5 Blue with a white stripe and a white interior. The Charger 500 was one of three models introduced in September 1968. The standard engine was the 440 Magnum, but factory literature described the 426 Hemi as standard. The Charger 500 had the Torque-flite standard and the same equipment standard as the R/T.

A total of 392 Charger 500s were made, of which only 67 had the 426 Hemi engine, 27 with a 4-speed, and 40 with an automatic transmission.

Charger Daytona



Charger Daytona

Dodge was not satisfied with the results of the Charger 500. The car was insufficient to beat the other aero cars on the NASCAR circuit. After months of research and development, including at the aftermarket shop, Creative Industries, the Charger Daytona was introduced on April 13, 1969. It received over 1,000 orders.

Chrysler made many attempts at improving the aerodynamics of the 500 by adding noses rumored to be up to 23 in (580 mm) long. The Charger Daytona finally received an 18 in (460 mm) nose. The full-size Charger Daytona was tested with an 18 in (460 mm) nose at the Lockheed-Martin Georgia facility. The test was a success, and the project was greenlighted. The nose piece was only part of the innovation. The Charger Daytona also received a 23 in (580 mm) tall wing in the rear. This wing was bolted through the rear quarter panels and into the rear subframe. Although proven less effective than shorter wing designs, the engineer responsible for the development of the wing, John Pointer, chose the tall design so the wing would be in "clean air" to help increase the car's overall speed. That the tall wing prevents interference with the operation of the trunk lid can be considered a fortunate coincidence. The tall wing also helped in an unintended way, by giving the car directional stability due to its deeply splined sides.

The Charger Daytona engineering model was tested on the Chelsea, Michigan Chrysler Proving Grounds on July 20, 1969. Driven by Charlie Glotzbach and Buddy Baker, it was clocked at 205 mph (330 km/h) with a small 4-bbl. carburetor. The Charger Daytona's nose made 1,200 pounds of downforce, and the wing made 600 pounds of downforce. The Dodge styling department wanted to change the Charger Daytona as soon as they saw it, but Bob McCurry told him to back off; he wanted function over finesse.

The Charger Daytona introduced to the public had a fiberglass nose without actual headlamps and a wing without streamlined fairings. Marketing representatives claimed the reverse scoops on the front fenders were for tire clearance, but their purpose was to reduce drag by 3% by ventilating trapped air from the wheel wells.

The Charger Daytona came standard with the 440 Magnum Engine with 375 hp (280 kW) and 480 lb·ft (650 N·m) of torque, A727 Torque-flite Automatic Transmission, and a 3.23 489 Case 8 3/4 Chrysler Differential. Optional was the 426 Hemi with 425 hp (317 kW) and 490 lb·ft (660 N·m). The 426 Hemi was also available with the no-cost option of the A833 4-Speed Manual. A total of 503 Charger Daytona's were produced as U.S. cars. (An additional 40 were for Canada), Of the 503 U.S. cars produced, 433 were 440 Magnum, 139 4-Speed, and 294 Torqueflite; 70 were 426 Hemi power, 22 4-Speed, and 48 Torqueflite.

The Daytona was discontinued to make the 1970 Plymouth Superbird the only Chrysler winged car for the model year. While Daytonas campaigned through the 1970 season, only one Daytona was raced until 1971 (in the 1971 Daytona 500) when NASCAR decreed that engine displacement of wing cars would be limited to 305 cu in (5.0 L). That car, driven by Dick Brooks, finished in seventh place.

1970



1970 Charger

The Charger was changed slightly for the 1970 model year. This was the last year of the 2nd generation Charger and featured a large wraparound chrome bumper, and the grille was no longer divided in the middle. New electric headlight doors replaced the old vacuum style.

The taillights were similar to those used in 69, but 500 and R/T models came with a new taillight panel. On the R/T, new rear-facing scoops with the R/T logo were mounted on the front doors, over the door scallops. A new 440 or HEMI hood cutout made the option list for this year only. The 1970 Dodge Charger was placed in "The Fast and The Furious" and several other movies.

Dodge painted the hood scallop inserts black and put the silver engine callouts on top. New "High Impact" colors were given names, such as "Top Banana", and "Panther Pink". Interior changes included new high-back bucket seats, the revised door panels, and the map pockets were now optional instead of standard. The ignition was moved from the dash to the steering column (as with all Chrysler products this year), and the glove box was now hinged at the bottom instead of the top as in 1968–69. The SE "Special Edition" trim option added luxury features and was available in the 500 SE and R/T SE versions. A new pistol grip shifter and a bench front seat were introduced, a first for the Charger since its debut.

A new engine option made the Charger's list for the first time, the 440 Six Pack. With three two-barrel carburetors and a rating of 390 hp (290 kW), it was one of the most exotic setups since the cross-ram Max Wedge engines of the early 1960s. The Six Pack was previously used on the mid-year 1969 Dodge Super Bee and Plymouth Road Runner. Despite this new engine, production slipped again to 46,576 mainly due to the new E-body Dodge Challenger pony car, as well as rapidly increasing automobile insurance rates. In the 1970 NASCAR season, the 1970 Charger had ten wins, more than any other car, including the 1969 Charger Daytonas and Plymouth Superbirds, thus giving Bobby Isaac the Grand National Championship. Driving the blue #88 Engineering Daytona, Buddy Baker was the first and only legal car to run over 200 mph in 1970. That record lasted for over 13 years.

Third generation

1971



1971 Charger Super Bee

The third generation Charger debuted for the 1971 model year with a new "fuselage" sheet metal and a new split grille. The interiors were like those of the E-body and were now shared by the Plymouth B-body, the Plymouth Satellite Sebring, and the Road Runner. The hidden headlights were now optional. A rear spoiler and a "Ram-charger" hood were new options. This hood featured a pop-up scoop mounted above the air cleaner controlled by a vacuum switch under the dash. On Plymouth Road Runners, it was called the "Air Grabber" hood and was previously used on the Coronet R/T and Super Bee.

Dodge also merged its Coronet and Charger lines. From 1971, all four-door B-bodies were badged as Coronets and all two-door B-bodies as Chargers. Thus, for only one year, the Super Bee became part of the Charger lineup, after which it was discontinued. From 1971 to 1974, Charger models used the Coronet's VIN prefix "W".

Several other models were carried over from 1970, including the 500, R/T, and SE. Sales of the R/T declined due in part to higher insurance costs and gasoline prices. A total of 63 Hemi RTs were built that year, marking its last appearance in any production car, and 2,659 with other engines. The 1971 model year was also the last for the 440 Six-Pack engine, which could still be mated to a 4-speed manual transmission with an optional Hurst shifter and the automatic. In the Super Bee's final year, the 340 became a \$44 option over the standard, low-compression 383 V8.

The "Hi-Impact" colors were discontinued after the 1971 model year; with a 1971-only "Citron Yella".

1972



1972 Charger

The 1972 Charger introduced a new "Rallye" option to replace the R/T version. The SE was differentiated from other 1972 Chargers by a unique formal roof treatment and hidden headlights. The 383 engine was replaced with a lower compression 4-barrel 400, while the 440 engine was rated at a more realistic 280 hp (209 kW; 284 PS) net instead of the previous 350 hp (261 kW; 355 PS) gross. Beginning in 1972, all engines featured hardened valve seats to permit regular leaded or unleaded gasoline rather than leaded premium fuel as in past years due to tighter emissions regulations. Though the 440+6 (designating a triple 2-barrel carb setup and 310 bhp (231 kW; 314 PS) was listed in the early 1972 sales literature, it was found in the August 1971 testing that this engine would not meet the new and more stringent 1972 emissions laws, although some early Dodge literature (August 1971 press) stated that this engine was available for 1972. A few (six is the accepted number) factory-installed six-pack Chargers were built, and the engine was dropped out of production by September 1971. The optional Pistol-Grip 4-speed Hurst manual shifter could be coupled to the 340, 400, and 440

Magnum engines. The *Ram-charger* hood scoop was discontinued, and there were optional lower-geared performance rear axle ratios and extra heavy-duty suspensions. It was also the final year for the Dana 60 differential, which was available only in combination with the 440/4 speed, heavy-duty suspension, and the 3.54:1 rear axle ratio.

The only remaining "Hi-Impact" color choices were "Hemi Orange" (EV2) and "Top Banana" (FY1), the latter was available under different names through 1974.

1973

For the 1973 model year, Chargers received new sheet metal and were longer, wider, and slightly taller than the 1971-72 cars. Also new were vertically slatted taillights and new grilles. Hidden headlights were dropped, even as an option.

The 318 was still standard, with the 340 (available only on the Rallye), 360 (2-barrel only), 400 (low power 2-barrel/single exhaust and high-performance 4-barrel/dual exhaust), and 440 remaining as options.



1973 Charger Rallye 400



Triple quarter window on a 1973 Charger SE

The SE models had a new roof treatment that had a "triple opera window" surrounded by a canopy-style vinyl roof. All other models had a new quarter window treatment, discontinuing its AMC Gremlin-style window in favor of a more conventional design. Total sales this year were around 108,000 units, the highest ever for the 1971-74 Charger generation, though more than 60 percent of the cars had non-high performance engines. The 1973 Chargers, and all Chrysler products, were equipped with 5 mph bumpers, front and rear.

1974



1974 Charger

The 1974 model year saw minor changes that included new color choices, a softer grain pattern on interior surfaces, and a slight increase in the size of the rubber bumper tips. The 340 option was replaced with a 360 4-bbl as the small-block performance engine. All other engine options remained the same, including the 360 2-bbl designated by a K in the fifth

symbol in the vehicle identification number. Several performance rear-end ratios were available, including a 3.23 "Sure Grip" rear end. A four-speed transmission was an option except with the 440 engine.

Despite the Charger no longer being perceived as a performance model, sales rose as it veered towards being a personal luxury car. The muscle-car era ended, with 1974 as the final year for performance options.

NASCAR

The 1971-74 Charger based cars were campaigned in NASCAR, with Buddy Baker, Bobby Isaac, Dave Marcis, and Richard Petty scoring several wins. Richard Petty won 35 races with this body style between 1972 and 1977, when NASCAR allowed the Chargers to run a few years longer than normal because Chrysler did not have a replacement car. A 1974-bodied



Richard Petty #43 Dodge Charger

Charger driven by Neil Bonnett scored Dodge's last NASCAR victory (until 2001) at the December 1977 Los Angeles Times 500. Richard Petty proclaimed this body style as his favorite car, which he ran during his career because it was balanced.

Fourth Generation-1975 to 1978



1975 Dodge Charger

1975

The 1975 model year Charger picked up on the sales increase seen in 1974's move towards positioning it as a personal luxury car. Both the Charger and the new Chrysler Cordoba sibling shared the same body based on the B platform.

The Charger SE (Special Edition) was the only model offered. It was available with the 318 cu in (5.2 L) "LA" series small block V8 and three versions of 400 cu in (6.6 L) big-block V8. The

standard engine was the 360 cu in (5.9 L) 2-bbl small block. The code E58 4-bbl and dual exhaust high-performance version (225 hp) were optional. Sales in 1975 totaled 30,812.

Because of the extreme squareness of the body design, NASCAR teams were forced to rely on the previous year's (1974) sheet metal for race-spec cars. For Dodge to be represented, NASCAR allowed the 1974 sheet metal to be used until January 1978, when the new Dodge Magnum was ready for race use. In 1976, a Charger was one of two NASCAR stock cars to compete in the 24 Hours of Le Mans, having been modified with head-lamps, tail-lamps, and windshield wipers. It was driven by Herschel and Doug McGriff and sponsored by Olympia Beer, earning the nickname "Oly Express"

1976



1977 Dodge Charger Midnight Edition

The 1976 model year Charger range was expanded to four models: the base, Charger Sport (formerly the Dodge Coronet 2-door model, which appeared for just the previous model year only), Charger SE, and the Charger Daytona. The base and Sport models used a body different from the SE and Daytona. They were essentially a re-badging of what had been the 1975 Dodge Coronet 2-door models – and available with a 225 cu in (3.7 L) Slant Six, which was not offered on the SE and Daytona. The Charger Daytona was introduced as an appearance package with a 360 or 400 engine. Sales for 1976 increased slightly to 65,900 units.

1977

In 1977, the Charger Sport (which dated back to the former Coronet 2-door, which had appeared for only the 1975 model year) and the base Charger were dropped as this body style became part of the newly named B-body Monaco line, and only the Charger SE and Charger Daytona were offered. Estimated production was 30,367 units.

1978

The 1978 model year was a carry-over and the final use of the B-Body. A total of 2,735 Chargers were produced.

The Magnum replaced the Charger as Dodge's B-body personal luxury car, and its sales increased.

To send information to our media master contact:

Laurence Anderson @ Laurenceanderson@telus.net

Reminder:

Membership fees are due at the February Meeting. Memberships must be paid in full and up to date in order to vote at the AGM.

Activities of the Vegreville Iron Runners Auto Club

Because of the Winter season, our activities were virtually non existent. However, our Christmas party has already been booked for December 11, 2024, and our new Events Chairs are hard at work planning activities for the coming summer season, especially on Collector Car Appreciation Day, July 12, 2024

Classic Packard rolls into lake during owner's photo shoot

The restored '39 Business Coupe "was like his baby," fire chief says of the distraught owner



A 1939 Packard that'd rolled into a reservoir in Canyon Lake, California in April 2024.

PHOTO BY CANYON LAKE FIRE DEPARTMENT

The California owner of a classic Packard is in for some headaches repairing his car after it rolled into a lake during a Tuesday morning photo shoot. The 1939 Packard Business Coupe was parked on a boat launch on the edge of the Riverside County reservoir in Canyon Lake, California on April 9, apparently for some golden-hour photography, reports *The Mercury News*; it all went south when whatever was holding the car from rolling back down the ramp let go, completely submerging the car underwater.

It wasn't the owner who called in first responders to retrieve the classic car, but the property owners' association, tipped off by security personnel who'd spotted an oily sheen on the surface of the water, pulled up surveillance footage of the boat ramp, and via the camera feed saw the Packard sink into the depths.

The local fire department was notified around 8:00 a.m. and, because they noticed bubbles of air coming from the car, requested a dive team from the sheriff's office; the owner of the car turned up to the scene some 20 minutes later and let them know the car was unoccupied.

"He was very emotional," Canyon Lake Fire Chief Jeff LaTendresse said of the owner. "It was like his baby."

The Packard took several hours to retrieve from the lake, and though it appears undamaged from the photos released by the fire department, we're sure the wiring, interior, and more will need to be completely gone through.

Listings for similar Packard's online suggest the car's value hovers between the US\$30,000 and US\$50,000 mark.

We're sad to report this isn't the first time a late '30s Packard has taken an unplanned dip due to a parking mishap. In 2016, a very rare 1938 Packard Super Eight Convertible Sedan with body by Bohman & Schwartz earned itself a best-in-class trophy at the Hilton Head concours d'elegance in South Carolina—and then minutes later rolled backward into a nearby pond.

VEGREVILLE IRON RUNNERS FATHER'S DAY SHOW & SHINE

**June 16, 2024
at the Vegreville Fair Grounds**

\$20 INCLUDES CAR + DRIVER

**Draw for 12 - \$25.00 Gas Coupons
(For car show entries)**

Trophies For Class Winners!

**FOR INFORMATION CALL:
BILL SMOLAK
1-780-632-9971**

**Breakfast by the Grandstand
7:00 - 10:00**

**MINI-MARKET TRADE SHOW CALL
JENNIFER AT 780-275-0473**

[} Bumper to Bumper
CANADA'S PARTS PEOPLE

FATHER'S DAY EVENT

June 16, 2024
from 10:00 - 5:00
Rain or Shine

at the Vegreville Fair Grounds

DEMO DERBY

\$10,000 IN PRIZE MONEY!

POWER WHEELS DERBY



SHOW & SHINE

ANTIQUE TRACTORS, CUSTOM & CLASSIC
MOTORCYCLES, ANTIQUE SNOWMOBILES,
RAT RODS, BONE WAGONS, BIG RIG SEMIS

PLUS MODEL TRAINS & A MINI-MARKET TRADE SHOW

Adults - \$10 Children 6-15 - \$5 5 years & under - FREE

General Admission

Show & Shine Bill Smolak at 780-632-9971

Demolition Derby Contact Ken at 780-632-1994

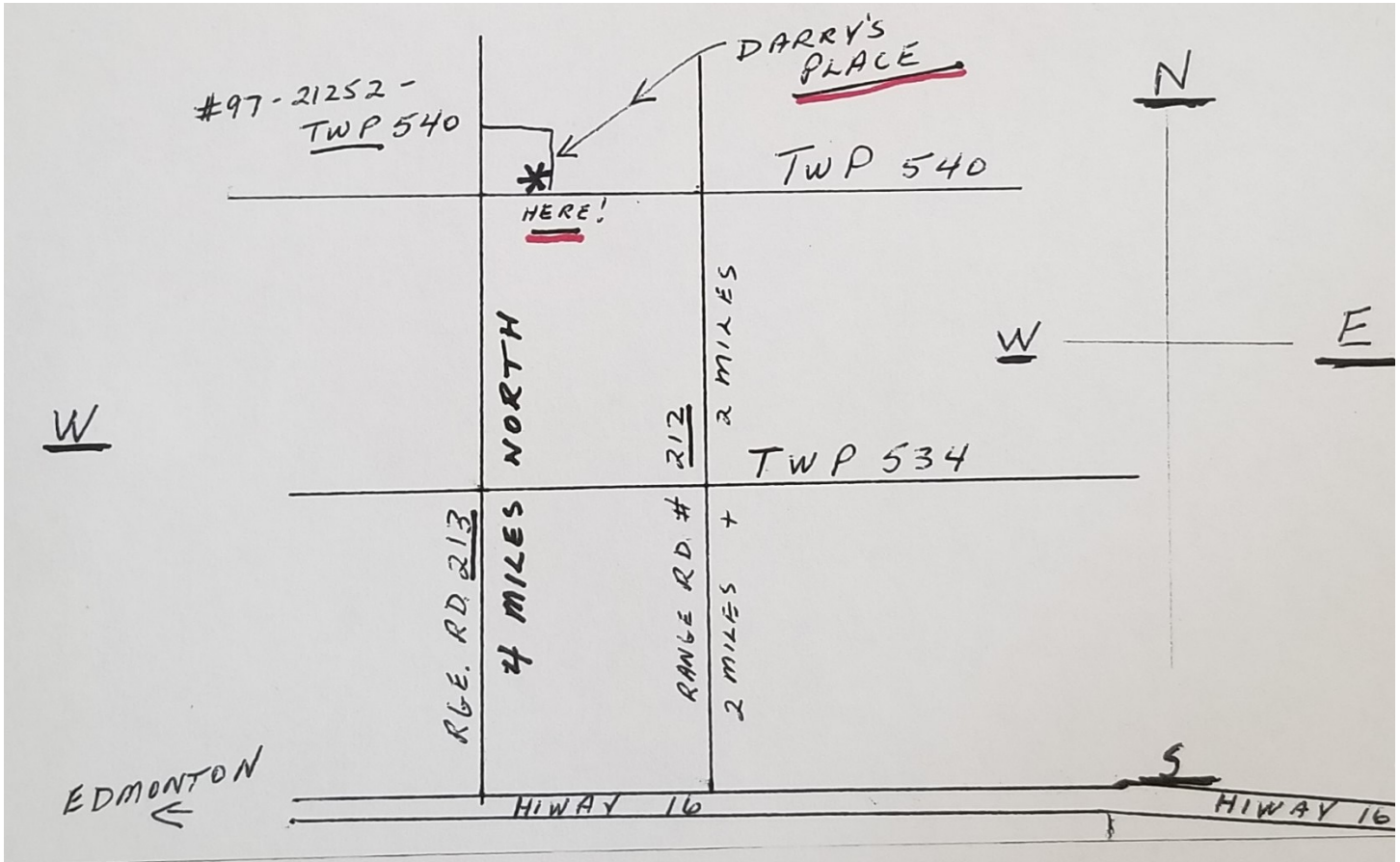
Mini-Market Trade Show Contact Jennifer at 780-275-0473

General Information Contact Rachel at 780-632-3950 or Toll Free at 1-888-611-0161



Laurence and Darry's Show and Shine

Laurence and Darry are hosting a show and shine at Darry's Anderson's Place on Sunday, June 23, 2024, from 10 AM to 3 PM. Family, Friends, and Fellow Car Enthusiasts are invited to join us for a fun day of visiting and talking cars. NO FEES, NO JUDGING, and NO VOTING!!! Just come and bring your family and that special vehicle you have. Hot dogs, Coffee, Pop, and Water Provided. For more Info: call or text Laurence @ 780 991 4823 or Darry @ 780 863 7724.



Ron's Cadillac Problem

I have a 1994 Cadillac Fleetwood Brougham, it has the 350 LT1 engine (with original dripping engine oil cooler lines). Replacing the lines wasn't my plan!

I use the car during the summer months, having a heavy duty oil cooler system isn't really needed at this time in the cars' life. I removed the leaky hoses from the radiator, blew out any remaining oil in the internal cooler, then capped the radiator fittings, I then removed the remainder of the external engine oil cooler leaky hoses and the filter extension housing. In its place I installed the spin on oil filter adapter. By doing this the manufacturer's recommended oil filter is now completely wrong and too small to fit the spin on adapter. I was prepared and already had the typical short oil filter found on most 1980's GM cars with V8's.

To my surprise I then discovered the Left side catalytic converter attached closely to the head pipe interferes with the angle to spin on the new oil filter.

Well, after a bit of cursing then searching online I found a few part numbers and ideas for a shorter oil filter.

The Motomaster MPH30 is the correct diameter, but it's too long. The AC Delco PF454 filter is perfect length, and it's not awkward to get into place to spin on. It's quite obvious to see how much shorter one is from the other.

The idea to find a different filter was part necessity and part by chance... I looked up what oil filter a low clearance car would be using. Lets try a 1972 Corvette with a 350 engine. The PF454 part number came up. I knew the diameter and thread pitch would be the same, thus I knew this would be the one for me, plus... it's an easy part number to remember.

Yay...problem solved!



Music By:



Specialty VEHICLE SHOW 2024

JULY 20, 2024
LIONS PARK

Registration 9:00 to Noon • Show to 4:00pm

(Across from the LloydMall on the Yellowhead)

Contact: **Dave 587 217 4292** or **ABE 780-808-1424**

2023 Donations made to the Interval Home



The 1946 Stout Scarab Experimental a very unique vehicle.

*Vegreville Iron Runners Memorial Scholarship
Sponsored by the Vegreville Iron Runners Auto Club*

The Scholarship shall consist of a **One Thousand Dollar (\$1 000.00)** cash award, a presentation plaque and a one (1) year membership in the Vegreville Iron Runners Auto Club.

SELECTION COMMITTEE:

This Scholarship fund shall be administered by a selection committee consisting of:

1. President or designate of the Vegreville Iron Runners Auto Club.
2. Two or more members of the Vegreville Iron Runners Auto Club.

ELIGIBILITY:

The Scholarship shall be awarded to a deserving Grade XII student, male or female, who is registered at **Vegreville Composite High School**, or at **St. Mary's Catholic High School**, and is enrolled in **Work Experience or RAP** continuing his/her education at a post-secondary institute in any of the fields of **Automotive Mechanics (Automotive Service Technician); or Heavy Duty Equipment Mechanics; Agricultural Equipment Mechanics; Auto Body Mechanics (Automotive Collision Repair Technician); and/or Auto Parts Technician.**

The selection committee shall review all applications for the Scholarship, and shall, when making its decision, consider the criteria outlined below and in its sole discretion give such weight to the criteria as it deems appropriate.

1. A certified statement of school marks issued by the High School.
2. A letter indicating the applicant's educational and future plans. In this letter, the candidate should include an explanation of why the automotive field or its related fields are attractive to him/her or why he/she believes they are a good fit for these fields.
3. Documentation of acceptance into a recognized apprenticeship program or a post-secondary education institution in the automotive field.
4. If there is no suitable candidate for the current year, the Scholarship shall be withheld.

Deadline for Application:

All Applications must be received by September 1, and no exceptions will be made. The scholarship application must be forwarded to **The Vegreville Iron Runners Auto Club, c/o William Smolak, 5701 – 43A Street, Vegreville, AB, T9C 1E3.**

NB: Application forms may be picked up from our local high school counsellors.

Iron Runners Memorial Scholarship Application Form

Name: _____ Grade: _____ Age: _____

Alberta Student ID # _____ School: _____

Student's Cell #: _____ Student's Email Address: _____

Parents/Guardians: _____

Address: _____

Street/P. O. Box #

Town/City

Postal Code

Home Phone Number: _____ Cell Number: _____

Parent/Guardian's Work Number(s): _____

Emergency Contact: _____ Telephone _____

Student Timetable

Semester 1 Subjects

Semester 2 Subjects

Period 1 _____

Period 2 _____

Period 3 _____

Period 4 _____

Future Plans

Work Experience/RAP Program: _____

Post Secondary Training Program: _____

Name of Post Secondary School: _____

Name of Current Employer: _____

Name of Current Supervisor: _____

Address of Current Employer: _____

Contact Information For Employer/Supervisor: Phone # _____

Cell # _____

Attachments Included: _____

Certified Statement of Marks From School

Personal Letter Regarding Future Plans

Notice of Acceptance into a Post-Secondary School

and/or

**Confirmation of Employment in Appropriate Field
and Employer's Certification of Enrolment in an
Apprenticeship Program**

Specialty Vehicle Association of Alberta



Protecting the rights and privileges
of auto enthusiasts of Alberta since 1974

The SVAA was created in 1974 by a group of members of several Alberta vintage vehicle clubs for the original purpose of correlating event dates to avoid conflict. This grew into a lobby group which over the years was able to bring antique (one-time) licensing for vintage cars (25 years and older) to Alberta, and recently was able to petition, with the National Association, the Federal Government in order to prevent the creation of pollution or junker laws with respect to old cars.

Today, the SVAA consists of some 56 Alberta Vintage, Modified, Street Rod and 4-wheel Clubs, in Alberta, representing 2000 individual persons.

Mission Statement

The Association is dedicated to the preservation, restoration, and enjoyment of all antique, collector, vintage and specialty vehicles. Also, the Society is dedicated to bringing all auto related clubs in Alberta together, to promote and protect our common interest in the Automobile Hobby.



Suggested Disclaimer For Hosting An Event

The undersigned hereby agree to indemnify all officers and directors against any and all alleged wrongful acts, wrongful acts and/or claims resulting from attendance and participation in this tour and associated events. I/we certify the vehicle indicated above is properly and adequately Insured, licensed, registered and is in a safe operating condition

Signature: _____ Date: _____

Name: _____
(Please Print)

Cruisin' The Dub

Be sure to check your local listings, for location & times, for more information, check out
www.cruisin@aw.ca

Calendar of Events (2024)

The SVAA publishes events throughout the year, so please forward your information to rds01@outlook.com or by mail. Some events are now included on the SVAA web site at www-svaalberta.com. Do not send events to this web site.

Something For The Chefs In Our Lives No Bake Corn Flake Toffee Drop Cookies



Ingredients

- 3 tablespoons butter
- 3 bars of Mackintosh's Toffee (if using individually wrapped toffee - about 50)
- 3 tablespoons coconut milk or milk, cream, or condensed milk
- 1/4 teaspoon vanilla extract
- 3 cups gluten-free corn flakes
- 1/3 cup sliced almonds or peanuts (Optional)

Instructions

1. Start by smacking your Mackintosh bar into small pieces. (unwrap individual candies)
2. Melt butter in a large saucepan over low heat.
3. Add toffee pieces and milk and stir frequently until the toffee is completely melted. Watch the pot carefully to make sure it doesn't burn.
4. Once fully melted, add vanilla extract and stir.
5. Add corn flakes and sliced almonds, mix until well-covered.
6. Drop onto wax paper and allow to cool.

Notes

For corn flake toffee bars, make recipe as instructed above and press mixture into a lightly greased medium baking dish. Chill and cut into squares once hardened.

2024 *Members*

Darry Anderson

Laurence Anderson

Richard & Margaret Densmore

Dan Fisher

John & Madeline Kitz

Denise Komick

Honorary Life

Orest Lazarowich

Honorary Life

Ron Reese

George & Velma Sample

Bill & Sylvia Smolak

Honorary Life

Jerry Wilde

Honorary Life

Please Complete the Following and Return To

Vegreville Iron Runners Auto Club

C/o William Smolak

5701 - 43A Street

Vegreville, AB

T9C 1E3

Release and Consent Form

I, _____, (print full name) do hereby consent to the use, reproduction, and publication of any and all photographs, video/audio recordings, and/or movies taken by and/or supplied to local papers/and or other media pertaining to or as a result of my activities as a member of the Vegreville Iron Runners Auto Club.

Signature

Date



Vegreville Iron Runners Auto Club

Membership Application

Please Print

Date: _____

Name: _____ Occupation: _____

Spouse: _____ Occupation: _____

Children: _____ Age: _____

_____ Age: _____

_____ Age: _____

_____ Age: _____

Address: _____ Phone (Res) _____

City/Town: _____ Phone (Bus) _____

Postal Code: _____ Phone (Cell) _____

Province: _____ New Membership: ____ Renewal: ____

Type of Membership: Single: ____ Family: ____ Other: ____

Vehicles Owned

Vehicle #1 Make: _____ Model: _____

Year: _____ Body Style: _____ Colour: _____

Vehicle #2 Make: _____ Model: _____

Year: _____ Body Style: _____ Colour: _____

Vehicle #3 Make: _____ Model: _____

Year: _____ Body Style: _____ Colour: _____

Fees: Single: \$15

Family: \$25

This information is solely for club use only and will not be given out.

Date of Acceptance: _____

